We output the counting info to unused NEMA phases; in this case, these were phases 3, 7, and 8. The following **table** provides the channel assignments used for detector units on the shelf in the cabinet.

DETECTOR ASSIGNMENTS

field loop number	field loop type	upstream distance from stopbar	VEHICLE CALLS detector number	detector channel	NEMA phase	VEHICLE COUNTS assigned phase[b]	vehicle movement
2-A, B	6' x 6'	300'	1[a]	ch 1	2	NEMA-3	EB-thru
2-C	6' x 60' quad	0'	2[a]	ch 1	2	NEMA-1	EB-L
4-A	6' x 60' quad	0'	3[a]	ch 1	4	NEMA-5	SB-L
4-B	6' x 60' quad	0'	4[a]	ch 1	4	NEMA-7	SB-R
6-A, B	6' x 6'	300'	5[a]	ch 1	6	NEMA-8	SB-R

[a]denotes a detector amplifier containing a built-in count output

[b]denotes a phase programmed into the controller to accept count information for a particular vehicle movement; "NEMA-n" refers to a NEMA phase (1 through 8) that is not used for right-of-way assignment under the current phasing sequence; "SYS-n" would refer to a system detector slot that is not assigned to a system detector

Results: The through lanes of westbound Cary Parkway contained the highest volume of traffic with over 13,000 vehicles in the two-day period. The other three counted lanes handled traffic volumes of approximately 400 to 800 vehicles.

The quadrupole loops in the left turn lane of eastbound Cary Parkway and the left and right turn lanes of southbound Seabrook Avenue performed fairly well. The loops on both the left turn lane of eastbound Cary Parkway and the right turn lane of southbound Seabrook exhibited an 18% overcount over the two days. The left turn lane on Seabrook undercounted the manual by 10%. Although these percentages seem fairly high, the absolute differences in signal and manual counts are fairly low. The largest percent difference during any 15-minute period on any of these loops is a 200% overcount, which only amount to an 8 car difference. The number